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All letters for publication should be written on
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No anonymously signed communications that
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MARRIAGE.

At Union Church, Kennedy Road, on the 12th
inst., by the Rev. T. W. Pearce (the bride-
groom's father), assisted by the Rev. C. H.
Hickling, THOMAS EMMETT, only son of Rev.
T. W. Pearce, to EVELYN, second daughter of
Alexander Ridger, East Point. [167]

HONGKONG OFFICE: 104, DES VUEZ ROAD, G.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 13TH, 1910.

We note in the Home papers the report of
an interview with the Russian Minister
of Finance containing statements which
might lead one to think that it was this
expression of opinion which suggested to
Mr. PHILANDER KNOX, the American
Secretary of State, the proposal he has
formulated in a memorandum sent to all the
Powers interested in the maintenance of the
open-door policy in China. The cablegrams,
however, do not inform us exactly when
that memorandum was issued, but they
contain indications that it was sent out some
days before the first news was published, as
some of the Powers—Germany and China—
had already replied. It may therefore be
that the Russian Minister was speaking with
the knowledge that such a proposal had
been made when he told an interviewer that
it was not desired that Russian railways in
Manchuria should possess political privileges
and that "the right of jurisdiction in the
railway zone would willingly be given up if
a proper substitute could be provided." Mr.
Korovin went even further than that. He
said he intended to propose that the
right should be exercised by the Consular
Body, Russia retaining the right to provide
for the protection of the territory in the
zone. "The Russian guards must," he said,
"as a matter of course be maintained." That

is to say, we presume, so long as the railways
remain Russian property. But the Minister
is reported to have added: "If another
Power should produce the necessary funds,
Russia would be willing to negotiate as to
the sale of the railways in Manchuria. In
this connection, however, if ever, it must be
remembered that they had cost Russia
350,000,000 roubles. So far, no Power had
offered to buy them." As we have sug-
gested, it may have been this statement
that gave to the American Government a
key to the solution of a problem which has
evidently been much discussed in Mr. Knox's
Department during the last six months. A
telegram we published yesterday contained
the announcement that American bankers
and a prominent Chinese enterprise (which
we are unable to identify) were prepared to
provide the necessary capital. That is a
statement which will not be accepted with-
out reserve, but, even if it were a fact, the
offer could not be entertained. The scheme
would have no chance of success unless it
was open to all Powers to participate in
agreed proportions in the loan to China of
the capital necessary for the purchase of the
lines. Careful discussion of every detail of
the plan is necessary before any decision
is reached, and it is not too much to say
that Mr. Knox does not expect to learn the fate of his proposal
for another six months. Our latest news
from Japan is that while the Foreign Office
maintains silence on the subject, strong
public opposition is manifested. At the
present stage of the negotiations it is not
clear what reasons other than political
reasons exist for opposing the scheme. When
the *New York Post* writes of the proposal
as being tantamount to asking Japan to
confess that she is violating the open-
door policy, we take it the writer means
that a refusal to accept the principle of the
scheme would be interpreted in that sense.
No doubt it would, but it is only fair to
remember that whenever definite charges
have been made Japan has met them and
cleared herself of the aspersions. Never-
theless, these allegations will doubtless be
continually repeated while the present
arrangements last. Apart from this aspect
of the matter the scheme, as we have
previously pointed out, recommends itself
as offering the best security for the continu-
ance of the open-door policy. It is a very
growing number of people in Russia in
the inevitability of another war between
Russia and Japan, that the present arrange-
ments of the two Powers in Manchuria is
likely to be a source of perpetual friction
and increasing danger. Only considerations
of this nature are likely to influence the two
Governments in favour of the proposal.

Dr. and Mrs. O. Muller returned to the
Colony yesterday by the German mail steamer.

The consecration of the Rt. Rev. Bishop
Perros to the Bishopric of Bangkok is expected
to take place on the 20th inst.

Cable communication between Japan and
Korea is interrupted. Telegrams are being
forwarded by post from Shimonoseki to Pusan.

The Stames Government have passed a law
making it compulsory for owners of auto-
mobiles to register their cars. Chauffeurs must
take out licences.

The Balgownie Rubber Estates, Ltd., Singa-
pore, paid to shareholders on the 5th inst., an
interim dividend of 25 per cent. (making 45
per cent. interim.)

An announcement appears in the Hankow
papers that Messrs. A. S. Watson and Co. have
disposed of their business at that port to the
Hankow Dispensary from the 1st inst.

The Board of Posts and Communications in-
tends to send a mission, consisting of ten officials,
to Belgium to study the postal and railway
administrations of that country with a view to
improving those in China.

The Chinese who returned from America the
other day and was on a Canton night steamer
with a large quantity of ammunition and arms
in his possession was at the Magistracy yester-
day ordered to pay a fine of \$250 and to have
his arms and ammunition confiscated.

Lieut. Hewlett-Cooper has been promoted to
Commander. It will be remembered that he
was attached to H.M.S. *Kent* and was recently
married in Singapore, to Miss Dorothy Leak,
daughter of Dr. and Mrs. Leak, of the
General Hospital.

At the Union Church yesterday the marriage
of Miss Eva Ridger and Mr. T. E. Pearce was
solemnized, the ceremony being performed by
the Rev. T. W. Pearce, father of the bride-
groom, assisted by the Rev. C. H. Hickling. The
bride was given away by her father, and Mr.
E. F. Ascroft was best man. Miss Naa Ridger
and Miss Constance Pearce, sisters of the bride
and bridegroom, were the bridesmaids. A re-
ception was afterwards held at the residence of
the bride's parents at East Point, and the happy
couple subsequently left by the *Delta Maru*
to spend their honeymoon in Japan.

On December 26th the King of Siam in-
augurated a War School, in connection with the
re-organization of the Siam Army.

General Sir J. Macleod left Peking on Tues-
day, and is expected to arrive here by the Eng-
lish mail on Thursday or Friday. He will
probably proceed direct to Portugal.

"Penal servitude for life" was the sentence
passed by the Chief Justice of Singapore on
two Chinese who were found guilty of returning
from banishment. This is the only sentence
which the Straits law allows.

This evening at the Union Church Library
Club, Kennedy Road, the Hon. Sir Francis
and Lady May will conduct an "Irish Even-
ing" in connection with the Moore Centenary.
The meeting will commence at 9 p.m. sharp,
and is open to the public. The chair will be
taken by Mr. E. Pettar. A large attendance is
expected.

A valuable ricksha, worth \$151, belonging to
a Japanese merchant, was destroyed through the
carelessness of a coolie in charge of a truck
on Tuesday afternoon. He allowed the truck
to get beyond his control and it dashed into the
ricksha mentioned, and the lady, the wife of the
merchant, who occupied it was thrown to the
ground. The defendant was brought before the
Magistrate yesterday and ordered to pay a fine
of \$5, and pay \$30 compensation.

In consequence of the repeated recom-
mendation of a certain high official that Sheng Yea,
ex-Viceroy of Kansu and Shensi, who was
recently degraded for neglecting to carry out
the prescribed reforms in his provinces, be re-
instated, the Prince Regent, says a contem-
porary, has told the Grand Councilors that he
not only has no intention to re-instate officials
who have been degraded for opposing reforms,
but that he hates to hear their very names.

The adoption of a law which has long been in
force in Hongkong appears to have been of
material benefit to Singapore. According to the
Straits Times, there is great decrease of serious
crime noticeable in the local courts of late.
This is believed to be largely due to the adoption
of a new regulation under which Chinese
criminals who have more than two convictions
are summarily banished. Save in the case of
Malays and other British subjects who cannot
be thus dealt with, there will be no longer cases
in which offenders with two or three previous
convictions come before the local courts.

A daring armed robbery at Salking in the
New Territory took place on the 10th inst. at
six o'clock. A number of men armed with
revolvers entered two houses and after threaten-
ing the inmates stole jewelry and clothing to the
value of \$374. The day following two Indian
police from Tsan Tsai Po, while near Kow-
loon, saw a number of men approach and
then very suddenly they might be the rob-
bers. One of the men arrested had a
loaded revolver in his possession. The two men
were brought before the Magistrate yesterday
and remanded.

A rumour was current in the Colony yester-
day that an attempt had been made to assassinate
the Governor of Macao, but at the time of
going to press we have not been able to
obtain any confirmation. Colour is lent to the
report by a statement that the Governor of
Macao, Senhor Marques, quite recently received
an anonymous letter containing a threat of that
nature. On inquiring last night from the Por-
tuguese Consul as to whether he had received
any news Mr. Leiria informed our representa-
tive that he had received an official despatch
from the Governor which was sent at 7.30 p.m.
It would seem from this that the rumour is
devoid of any substantial foundation, at least,
that no serious injury has been caused to the
Governor.

AN EXTRADITION CASE.

ARRESTED A FOURTH TIME.

The proceedings in the application for the
extradition of Sun A. Wan by the Chinese
Government on a charge of armed robbery with
in the jurisdiction of China, were continued
another stage yesterday when the judgment of
the Full Court was delivered ordering his dis-
charge. The order for his discharge was con-
veyed to Victoria Gaol about three o'clock, and
a few minutes later the prisoner, about whom
there has been so much contention, was seen to
pass through the doorway. He walked down
the steps with clasped hands, looking rather
suspiciously at the detective who followed him.
At the bottom of the steps an array of detectives
were waiting him. Detective Sergeant
O'Sullivan took him by the arm as he reached
the bottom and escorted him upstairs, where he
was taken into the charge-room, where, we under-
stand, another charge of armed robbery was
preferred against him. He will probably be
brought before the Magistrate again to-day. A
number of the prisoner's friends and sympathiz-
ers were waiting outside the gaol precincts,
and one or two exchanged a few words with him
as he was conducted to the charge-room.

SALE OF RACE PRIVILEGES.

The sale of race privileges in connection with
the forthcoming race meeting was conducted by
Messrs. Hughes and Hough at Happy Valley
yesterday afternoon, when the following prices
were realized:
Lots Nos. 1, 2, and 3 were sold to J. C. for
\$320, \$390, and \$400. Lots Nos. 4, 5 and 6 to
Unity for \$460, \$480, and \$500. Lot No. 7 to
R. J. Benedict for \$570. 8 to E. K. for \$430,
9 and 10 to A. B. for \$425 and \$440. 11 to Geo.
Carleton for \$450. 12 to Ah Yee for \$460. 13 to
Ho Tien Kwei for \$500. 14 to Dawson & Co. for
\$640. 15 and 16 to the Japanese Club for \$600
and \$670. 17 and 18 to Ah On for \$510 and
\$610. 19 to A. B. for \$200.

TELEGRAMS.

[Protected by the Telegraph Messages
Copyright Ordinance, 1894.]

"DAILY PRESS" EXCLUSIVE SERVICE.

THE MANCHURIAN RAILWAYS
PROPOSAL.

TOKYO, January 12th.

The Cabinet Council has discussed
the proposal for the neutralisation
of the Manchurian Railways.

Public opinion to this step is
uncompromisingly hostile.

[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS"]

THE CHINESE COMMISSION
AT ESSEN.

LONDON, January 12th.

The Chinese Naval Commission
have arrived at Essen and are in-
specting Krupp's works.

Marked attention has been paid to
the Commissioners everywhere in
Germany. The German papers hope
that German industry will be success-
ful in international competition for
the supply of war material to China.

MR. BALFOUR AT GLASGOW.

LONDON, January 12th.

Addressing a monster meeting at
Glasgow, Mr. Balfour said the
Government after its professions of
economy had left a deficit of sixteen
or seventeen millions. He would
venture to say that the next Radical
majority would not be 330.

[The Radical majority at the 1905 Election
was 354.]

THE PROTEST FROM THE
PORTE.

LONDON, January 12th.

Great Britain and Russia, replying
to the Note from the Porte, say that
they regret the intransigent policy of the
Cretans, and that they are concerting
measures to prevent acts of folly like
the proposed ultimatum.

THE PRUSSIAN DIET.

LONDON, January 12th.

At the opening of the Prussian Diet,
His Majesty the Kaiser announced
that an Electoral Reform Bill would
be submitted in a few weeks. His
Majesty also stated that the finances
were gradually improving. Although
there was a notable increase in
expenditure, there was a deficit of
£4,600,000 sterling, but this was
smaller than in 1909.

THE BRITISH ELECTIONS.

LONDON, January 12th.

The Rt. Hon. H. H. Asquith, Prime
Minister, addressed three meetings of
six thousand persons at Ipswich,
where he advocated free trade, not as
an abstract doctrine, but as being the
best for Great Britain's insular
position.

SOLDIERS' CLUB FOOTBALL SHIELD.

A meeting was held in the Soldiers' Club
yesterday to make arrangements for the above
competition. The draw for the first round
resulted as follows—

King Alfred v. E. G. A.
Believe, Mr. Gregory, R. K. F. C.
Kent v. K. E.
Believe, Egt. Edwards, Buffs.
Bedford v. Buffs.
Believe, Gunner Marsh, R. G. A.
R. M. L. I. bye.
This in the first round to be played on or
before February 12th. It was decided to alter
the rules of the competition to read "Matches
shall not be played on any ground unless ropes
or some other means of fencing be provided to
keep spectators at least eight feet from the
touch-line."

Mr. Frederick Balford, M.A., Oxon., law-
yer, who is officially announced as
having been appointed Attorney-General of the
Straits Settlements, as from the 1st inst., has
been Legal Adviser and Prosecutor of the
Federated Malay States since February 1906.
He has spent the whole of his Colonial service in
the Malay States, commencing as a magistrate
in Pahang in 1889, and ending in a number of
districts successively until his appointment to
the post of Legal Adviser and Public Pro-
secutor.

NOTES FROM PEKING.

[FROM OUR CORRESPONDENT.]

December 28th.

THE MACAO BOUNDARY DISPUTE.

General Macleod arrived in Peking a few
days ago and has since been negotiating with
the Walwup in regard to the vexed question
of the delimitation of Macao. The Portuguese
Commissioner is urging that the matter should
be referred to arbitration. No good purpose
could be served by China's adherence to the
policy of resistance so stoutly maintained by
the Chinese Commissioner at Hongkong.
China by making a similar request to
Japan some few months ago recognised that
arbitration possesses the valuable properties of
supreme technical justice and perfect friend-
ship, and it recommends itself as a factor in in-
ternational relations that should be utilised on
every possible occasion. China's best friends,
therefore, are urging her to settle the dispute in
the easiest manner.

[Our correspondent has since telegraphed
that China has definitely refused to submit the
dispute to arbitration.—ED.]

MANCHURIAN TELEGRAMS.

That the strength of the Central Government
depends not a little upon freedom from foreign
complications appears to be recognised in Pek-
ing, for during the past week a wise course
has been taken in regard to an alleged viola-
tion by Japan of the Manchurian Telegraph
Agreement of 1903. This Agreement has
never been published, but it is known to
safeguard the ordinary telegraph business of
each country. China now claims that the
Japanese have established translation offices at
various centres, for the purpose of converting
Chinese messages into the brief *katakana* script,
with the object of winning trade away from the
Chinese lines; further that a Japanese office
which the Chinese allowed to be opened at Chafoo
for the convenience of Japanese business has
also competed unfairly. A protest was lodged
with the Japanese Minister yesterday by the
Yachuanpu, and Mr. Ijima promised that
the matter should receive proper
attention at once. Of course, if the Chinese
contentions are correct reprehensible competi-
tion has been carried on, but it must not be
overlooked that the ordinary telegraph rates in
China are absurdly high. In fact the charges
offer a premium to practices such as the one in
question.

OFFICIAL PROCEDURE.

It is interesting to note that the protest
referred to above was made by the Board of
Posts and Communications to Mr. Ijima, and
that the matter was not taken up by the
Walwup. There may be two reasons for this
course: the affair does not assume
as much importance as it would in
coming through the Foreign Office; and the
latter department, since H. E. Na Tung came
into the premier post by the fall of Yuan Shih-
kai, has registered a long list of diplomatic
failures. Prince Ching, formerly the chief
president of the Walwup, was in the
background as much as possible, and
Liang Tan-yen, the present president, although
possessed of undoubted ability, has neither the
following nor the extraordinary qualifications
necessary to carry him into the front rank of
Chinese statesmen.

All hope of the Regent displaying adminis-
trative ability has been abandoned. He is not
able to maintain peace in the Forbidden City
apparently, for the secondary wives of the
former Emperor Tung Chih are crossing swords
with the Empress Dowager, who is apparently
the strongest force in Peking at the present time.

THE REGENT'S ADVISERS.

The Regent's lot is not a happy one. He
redounds with good intentions, but he possesses
the unhappy characteristics of being quickly of
his advisers. Even Chang Chih-tung came in for
his little measure of censure at various times,
and it was only the knowledge of the grand old
man's impending death that restored him to a
full measure of the Regent's regard. Na Tung
has enjoyed the most even measure of
popularity since the new reign began, but Na
Tung, if unskilled in foreign affairs, certainly
possesses the ability to stick unwelcome tasks
to it was in vain that the other Grand Coun-
cillors endeavoured to relegate him to the
dangerous Viceroyalty at Tientsin. In the
Walwup, Na Tung has a free hand and he
can always lay the blame on Liang Tan-yen
when matters are bungled. That post-suit-
him, but whether he suits the post is quite
another matter.

ALLEGED ATTACK ON THE REGENT.

It is seldom that a Peking rumour is worth
mentioning, but the recent canard alleging an
attack upon the Prince Regent certainly forced
itself upon public notice in no uncertain manner,
and it is not a matter for surprise that some of
Peking's well-known foreign correspondents
were deceived. The rumour spread rapidly
and it was only by attacking the report An-
dread that the fantastic structure of innuendo
could be pierced. Of course a report of
this nature either arises from some
incident of fact or is based on wrongful pre-
mises. In this instance two unconnected
incidents occurring nearly a week apart were
slashed together, their innuendoes ignored,
my contrivance of that report you have prob-
ably published, and no further reference to it will
be necessary. But the preceding events may
be of interest. A week ago Yen Ling, a Manchu
Captain of the Imperial Guard, was attacked
and slightly wounded by a soldier whom he had
dismissed for misconduct. Some details ap-
peared in the native Press. Yen Ling did not
publish a denial of the story, and the idea
was that created that the attack had been made
upon someone else in the Forbidden City. What
so likely to be assumed as the Regent? No
much for that portion of the story. The second
part began on Saturday morning when a south-
ern Chinese who was on a visit to Peking, was

taken into the inner city by one of the Princes
who had business to transact there. The Prince
told his companion to wait at a certain spot;
and during the Prince's absence the Regent,
attended by a bodyguard, passed near the
visitor. An attendant quickly noted the
presence of the stranger and accosted
him, asking him his name and how
he came there. The visitor hesitated for
some little time, not unreasonably fearing
to divulge the Prince's name. But the
Regent's people would stand no evasion and
the man was placed under arrest. At this
 juncture the Prince returned and explained
the situation. The house gossip subsequently
elaborated the story, but fierce arguments
ensued as to whether the attempted assassin of
the Prince Regent was a Cantonese, or a
Manchu, and the most credible advocates were
unable to decide the point.

DR. MORRISON.

Dr. Morrison intends to leave here on or about
January 9th. His successor (not Mr. Fraser,
who was the first one spoken of, as his *locum
tenens*, but Mr. Braham, one of the sub-editors
of the foreign staff of *The Times*) is due here
on January 6th. The trip Dr. Morrison intends
to make across country will occupy many months
and leave only a short portion of his year's leave
to be spent in civilisation. The journey, which
will be through the Khan States, will carry him
again into the front rank of Asiatic explorers,
a position which has been challenged constantly
in recent years by the remarkable travels of
foreigners in Central Asia.

THE BRITISH MINISTER.

It will be learned with great pleasure that
the persistent rumours of the transfer of Sir
John Jordan are without foundation. The
British Minister at Peking is one of the hardest
worked officials in the Far East; and after the
heavy demands upon his time and labour that
have been made during the past year his best
friends would rejoice to learn that he was going
on furlough; but as far as can be ascertained
he has not yet applied for leave.

THE HONGKONG UNIVERSITY
PROJECT.

The following correspondence has been
forwarded to us by Sir Paul Chater for
publication—

Victoria Buildings, Hongkong,
31st December, 1909.

Sir,—By Resolution No. 17, passed by the
Committee of the Hongkong University on
December 13th, it was decided that "the terms
of the Resolution No. 1" (which laid down the
amount which it was considered necessary to
collect before the erection of the buildings
could be commenced) "had been complied with
to the satisfaction of the Committee" and
that work on the buildings might be commen-
ced forthwith.

This Resolution, in which Mr. Mody consented,
is in itself sufficient authority for me to call in
all sums conditionally promised, but as this is
the date (December 31) which was assigned by
me, say, up to which his offer would have
remained open (and it not been already with his
concurrence accepted) I have the honour, at your
request, to submit a statement of the funds in
my hands or fully guaranteed on this date. Hon.
D. Ho Kai, C.M.G., Chairman of the Sub-
Committee for raising Chinese subscriptions,
authorises me to state that he can fully guarantee
all the Chinese subscriptions included in the
list, and he also informs me that a considerable
sum is expected from Shanghai, of which at
least \$10,000 can be "guaranteed," while a
further sum of \$20,000 (of which \$17,000 is in
hand) may be anticipated from the Trustees of
a certain Fund.

From this statement it will be seen that the
sum originally named has been fully realised.

The total of the attached list is \$1,252,164.00,
of which \$531,503.17 has been actually received
and stands to-day at the credit of the University
Fund in the Hongkong and Shanghai Banking
Corporation at 2 per cent. interest, and you will
notice the sum of \$2,000 included in the list
under the heading of interest.

Were the sums mentioned by Dr. Ho Kai
added, the total fund promised and in hand
would amount to \$1,279,164.00, or at the rate of
exchange assumed in the case of sterling
donations, viz.—1/9—£111,926-17-0.

It is my intention when all these sums have
been collected to publish a list of the donors
with the amount of their subscriptions.

I may observe that allowing two years for the
building of the University, its capital sum
(without further additions which may confidently
be expected) is invested at a minimum rate of
5 per cent. per annum would yield a further sum
of about \$130,000 to be added to the funds at
the disposal of the University before its work
commences.

I would strongly recommend that this should
be done, and should be glad to receive your
Executive's decision upon this point. I have
the honour to be, sir, your obedient servant,
(Signed) C. P. CHATER.

To His Excellency Sir Frederick Lugard,
K.C.M.G., &c., &c.

Government House.

11 January, 1910.

DEAR SIR PAUL CHATER.—I have to ac-
knowledge with thanks the receipt of your letter
of December 31st, which as you have explained
has been delayed in order to verify some figures
and only reached me to-day.

I am most glad to learn that the minimum
sum which it was decided was required for an
Endowment and Equipment Fund has been
realised, and I gather that you are now about
to call upon those whose promise to subscribe
were conditional upon the realisation of the
scheme to pay in the sums they have generously
undertaken to give, after which you will publish
a complete subscription list.

We must not lose sight of the fact that under
Resolution 9 Chinese donors who have given

NOTICES

Communications regarding Advertisements, Subscriptions, Printing, Binding, etc., should be addressed: DAILY PRESS only, and special business matter THE HONGKONG DAILY PRESS. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegraphic Address: PANDA CODES: A.B.O. 6th, Ed. Liebert. P.O. Box 33, Telephone No. 12.

NEW ADVERTISEMENTS

E. J. R. PUBLIC AUCTION.

THE Undersigned have received instructions from THE SUPERINTENDENT OF IMPORTS AND EXPORTS to sell by Public Auction, On SATURDAY, the 15th January, 1910, at 11 A.M., at the Water Police Station, Kowloon, 99 JABS.

SPIRITS OF WINE.

Terms: As Usual. HUGHES & HUGHES, Government Auctioneers, Hongkong, 13th January, 1910. [164]

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the NINTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on TUESDAY, the 25th January, 1910, at 11.30 o'clock a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, 19th January, to TUESDAY, 25th January (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Board of Directors, HOBBS & S. NORTHGATE, Secretary.

Hongkong, 13th January, 1910. [165]

FOR SAIGON.

THE Steamship "TSINANFU," will leave for the above Port on or about the 20th January.

For Freight and Passage apply to: WALLACE & Co., Hongkong Club Annex, Hongkong, 13th January, 1910. [163]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

From BOMBAY AND SINGAPORE.

THE Steamship "CAPEL,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 21st inst., or they will not be recognized. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 9.30 a.m. No Fire Insurance has been effected.

CARLWITZ & Co., Agents.

Hongkong, 11th January, 1910. [14]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "WELSH PRINCE,"

FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, where delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 2.30 p.m. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd July, or they will not be recognized. No Fire Insurance has been effected.

ARNOLD, KARBURG & Co., Agents.

Hongkong, 12th January, 1910. [166]

NORDDEUTSCHER Lloyd, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th Jan. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Jan., at 9.30 a.m. All Claims must reach us before the 23rd Jan., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countermanded by the undersigned.

NORDDEUTSCHER Lloyd, MELCHERS & Co., General Agents, Hongkong, 12th January, 1910. [5]

INTIMATIONS

FOR SALE REMAINING PORTIONS of MARINE LOT 285 and 36, at PATA BAS, Approximately Area: 18,000 Square Feet. TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT NO. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply: G. FENWICK & Co., Ltd., ENGINEERS & AC, PRATA EAST, HONGKONG. Hongkong, 8th June, 1906. [84]

NOW ON SALE.

MAIL TABLES FOR 1910.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails. Mounted on Card 30 Cents. On Paper 20 " On Sale at the Hongkong Daily Press Office.

AUCTION

E. J. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of January, 1910, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Transect Lot No.	Transect Locality	Boundary Measurements (Approximate).				Contents Square feet	Annual Rent	Dist. Price.
		n.	e.	s.	w.			
1	Kan U Fung	feet	feet	feet	feet			
Inland Lot No. 1794.		9' 6"	6' 1"	43' 6"	45' 4"	800 about	5	9

NOTICES OF FIRMS

NOTICE

NOTICE IS HEREBY GIVEN that we have Appointed Mr. C. MING SHAN as Sole Manager of our Firm, and that all receipts and other documents purporting to be made by us must bear his signature, without which the same will not be recognized by us. ALL YOUNG & COMPANY, (C/o 13, Victoria Street).

Hongkong, 7th January, 1910. [147]

TO WHOM IT MAY CONCERN.

MR. J. C. KUTZMANTZ, Junior Partner of our Hongkong Branch, being compelled to stay in Europe on account of family matters, has left our Firm and the Partnership subsisting hitherto has been dissolved by Mutual Agreement on and from To-day.

Our Business will be carried on as hitherto, with Mr. OSWALD KRAMER, who is Authorized to Sign the Firm, in charge of this Branch House.

H. ROBITSEK & BEIS, Hongkong, 1st January, 1910. [161]

MITU BISHI DOCKYARD AND ENGINE WORKS.

NAGASAKI.

CODE WORD: "DOCK."

All A.B.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length: 722 feet.

Length on Blocks: 714.

Width of Entrance on Top: 94.

Width of Entrance on Bottom: 84.

Water on Blocks at Spring Tide: 34.

DOCK NO. 1.

Extreme Length: 525 feet.

Length on Blocks: 513.

Width of Entrance on Top: 88.

Width of Entrance on Bottom: 77.

Water on Blocks at Spring Tide: 54.

DOCK NO. 2.

Extreme Length: 371 feet.

Length on Blocks: 360.

Width of Entrance on Top: 66.

Width of Entrance on Bottom: 53.

Water on Blocks at Spring Tide: 22.

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with

LATEST PLANTS and APPLIANCES for

REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU," 712 tons, 700 H.P., specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.

Short Notice.

LADUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LADUAN COAL FIELDS Co., Ltd., who are prepared to Supply FRESH COAL straight from the mines.

Steamers load at the Wharves, Queen's Quay, Telokong, "Laduan" Co., Agents, Hongkong, 12th January, 1910. [1406]

PUBLIC COMPANIES

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the Office of Messrs. SHAW, TONG & Co., Victoria Buildings, on SATURDAY, the 15th day of January, 1910, at 11 o'clock in the forenoon, for the purpose of considering and if thought fit confirming a special resolution the subject of which was passed by the regular meeting of the Company held on the 30th day of December, 1909.

That the Articles of Association of the Company be altered.

1. By inserting therein immediately after paragraph 4 of Clause VIII a new paragraph as follows:

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified altered sub-divided or arranged or dealt with by Special Resolution of the Company passed pursuant to an Agreement in writing made between the Company and some member of the Class purporting to contract on behalf of the members of the Class provided such agreement shall be ratified by Extraordinary Resolution passed at a separate Meeting of the Class or by writing under the hand of the holders of at least five per cent. of the shares of the Class and it shall be no objection to any such Agreement that it provides for a reduction of Capital otherwise than in accordance with the legal rights of the holders of shares of the Class or for the payment of a dividend or bonus otherwise than in accordance with the rights of the holders of the shares of the Class or for the alteration of shares credited as fully or partly paid up in satisfaction or part satisfaction of such dividend or bonus and for the purpose of this Clause a Resolution shall be an Extraordinary Resolution when it has been passed by a majority or not less than two-thirds of such members of the Class entitled to vote are present in person or by proxy at a separate General Meeting of the Class of which notice specifying the intention to propose the Resolution at the Extraordinary Meeting has been duly given and so that the quorum of any such Meeting shall be three members at least of the Class and so that the Meeting shall be called in accordance with the provisions hereof.

2. By inserting immediately after paragraph 7 of Clause XVI a new paragraph as follows:—

8. Any General Meeting declaring a Dividend may direct payment of such Dividend wholly or in part by the distribution of specific assets and in particular of paid up shares Debentures or Debenture stock of the Company or of any other Company or in any other way or ways and the General Managers shall give effect to such direction and where any difficulty arises in regard to the distribution they may settle the same as they think expedient and in particular may issue fractional Certificates and may fix the value for distribution of such specific assets or any part thereof and may determine that such payments shall be made to any members upon the footing of the value fixed but subject to adjust the rights of all parties and may vest any such specific assets in Trustees upon such trusts for the persons entitled to the Dividend as may seem expedient to the General Managers. Where requisite a proper contract shall be filed in accordance with Section 7 of the Companies Act, 1900, and the General Managers may appoint any person to sign and deliver on behalf of the persons entitled to the Dividend and such appointment shall be effective.

Dated the 30th day of December, 1909. By Order: SHEWAN, TOMES & Co., General Managers.

THE WEST POINT BUILDING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the NINTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 25th January, 1910, at 11.45 o'clock a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, the 17th January, to TUESDAY, the 25th January (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED, General Agents for the Company, 8th January, 1910. [153]

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 25th January, 1910, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1909.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, the 17th January, to TUESDAY, the 25th January (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 8th January, 1910. [154]

EXCURSION TO MACAO.

ON EVERY SUNDAY.

THE S.S. "ON LEE."

WILL depart from PING ON WHARF, near Western New Market, at 9 A.M. Returning from Macao at 5 P.M.

1st Class (Single Fare) \$1.20

2nd Class " " " " .80

3rd Class " " " " .50

Children under 12 years Half Fare.

Hongkong, 17th December, 1909. [155]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID UP: Yen 24,000,000

RESERVE FUND: Yen 15,900,000

HEAD OFFICE—YOKOHAMA

BRANCHES AND AGENTS:

Tokyo, Kobe, Osaka, London, San Francisco, Hongkong, Shanghai, Peking, Hankow, Tientsin, Harbin, Manchuria, etc.

HONGKONG—INTEREST ALLOWED: On Current Account at the rate of 2 per cent per annum on the daily balance.

On fixed deposits for 12 months 4 per cent

For 6 months 3 per cent

For 3 months 2 per cent

For 1 month 1 per cent

TAKEO TAKAMICHI, Manager, Hongkong, 14th September, 1909. [164]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL: \$15,000,000

RESERVE FUNDS: \$15,000,000

STRENGTH: \$15,000,000

SILVER: \$15,000,000

RESERVE LIABILITY OF PROP'ORS: \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. W. J. GIBSON, Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

G. Balloch, Esq., Fr. Lieb, Esq.

J. W. Bandow, Esq., H. Shalim, Esq.

E. G. Harrold, Esq., R. Shewan, Esq.

C. S. Gubbay, Esq., H. A. Sieb, Esq.

C. R. Lemmann, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH.

MANAGER: Shanghai—H. E. HUNTER.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED: On Current Account at the rate of Two per cent per annum on the daily balance.

On Fixed Deposits for 12 months 4 per cent

For 6 months 3 per cent

For 3 months 2 per cent

For 1 month 1 per cent

J. R. M. SMITH, Chief Manager, Hongkong, 13th November, 1909. [18]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL: £1,200,000

RESERVE FUND: £1,575,000

RESERVE LIABILITIES OF PROPRIETORS: £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent per annum on the daily balance.

On Fixed Deposits for 12 months 4 per cent

For 6 months 3 per cent

For 3 months 2 per cent

For 1 month 1 per cent

WM. DICKSON, Manager, Hongkong, 6th April, 1909. [107]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID UP: Sh. Taka 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tientsin, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers: KROHNIGKE & BERGMANN, (FRANKFURT); KROHNIGKE & BERGMANN, (BERLIN); KROHNIGKE & BERGMANN, (HAMBURG); KROHNIGKE & BERGMANN, (KOBLENZ); KROHNIGKE & BERGMANN, (MAGDEBURG); KROHNIGKE & BERGMANN, (MUNICH); KROHNIGKE & BERGMANN, (STUTTGART); KROHNIGKE & BERGMANN, (WURZBURG); KROHNIGKE & BERGMANN, (ZURICH); KROHNIGKE & BERGMANN, (BASEL); KROHNIGKE & BERGMANN, (GENEVA); KROHNIGKE & BERGMANN, (LYON); KROHNIGKE & BERGMANN, (PARIS); KROHNIGKE & BERGMANN, (BRUSSELS); KROHNIGKE & BERGMANN, (AMSTERDAM); KROHNIGKE & BERGMANN, (ROTTERDAM); KROHNIGKE & BERGMANN, (ANTWERP); KROHNIGKE & BERGMANN, (BRISBANE); KROHNIGKE & BERGMANN, (MELBOURNE); KROHNIGKE & BERGMANN, (SYDNEY); KROHNIGKE & BERGMANN, (AUCKLAND); KROHNIGKE & BERGMANN, (DUNEDIN); KROHNIGKE & BERGMANN, (WELLINGTON); KROHNIGKE & BERGMANN, (ADELAIDE); KROHNIGKE & BERGMANN, (PERTH); KROHNIGKE & BERGMANN, (MELBOURNE); KROHNIGKE & BERGMANN, (SYDNEY); KROHNIGKE & BERGMANN, (AUCKLAND); KROHNIGKE & BERGMANN, (DUNEDIN); KROHNIGKE & BERGMANN, (WELLINGTON); KROHNIGKE & BERGMANN, (ADELAIDE); KROHNIGKE & BERGMANN, (PERTH); KROHNIGKE & BERGMANN, (MELBOURNE); KROHNIGKE & BERGMANN, (SYDNEY); KROHNIGKE & BERGMANN, (AUCKLAND); KROHNIGKE & BERGMANN, (DUNEDIN); KROHNIGKE & BERGMANN, (WELLINGTON); KROHNIGKE & BERGMANN, (ADELAIDE); KROHNIGKE & BERGMANN, (PERTH); KROHNIGKE & BERGMANN, (MELBOURNE); KROHNIGKE & BERGMANN, (SYDNEY); KROHNIGKE & BERGMANN, (AUCKLAND); KROHNIGKE & BERGMANN, (DUNEDIN); KROHNIGKE & BERGMANN, (WELLINGTON); KROHNIGKE & BERGMANN, (ADELAIDE); KROHNIGKE & BERGMANN, (PERTH); KROHNIGKE & BERGMANN, (MELBOURNE); KROHNIGKE & BERGMANN, (SYDNEY); KROHNIGKE & BERGMANN, (AUCKLAND); KROHNIGKE & BERGMANN, (DUNEDIN); KROHNIGKE & BERGMANN, (WELLINGTON); KROHNIGKE & BERGMANN, (ADELAIDE); KROHNIGKE & BERGMANN, (PERTH); KROHNIGKE & BERGMANN, (MELBOURNE); KROHNIGKE & BERGMANN, (SYDNEY); KROHNIGKE & BERGMANN, (AUCKLAND); KROHNIGKE & BERGMANN, (DUNEDIN); KROHNIGKE & BERGMANN, (WELLINGTON); KROHNIGKE & BERGMANN, (ADELAIDE); KROHNIGKE & BERGMANN, (PERTH); KROHNIGKE & BERGMANN, (MELBOURNE); KROHNIGKE & BERGMANN, (SYDNEY); KROHNIGKE & BERGMANN, (AUCKLAND); KROHNIGKE & BERGMANN, (DUNEDIN); KROHNIGKE & BERGMANN, (WELLINGTON); KROHNIGKE & BERGMANN, (ADELAIDE); KROHNIGKE & BERGMANN, (PERTH); KROHNIGKE & BERGMANN, (MELBOURNE); KROHNIGKE & BERGMANN, (SYDNEY); KROHNIGKE & BERGMANN, (AUCKLAND); KROHNIGKE & BERGMANN, (DUNEDIN); KROHNIGKE & BERGMANN, (WELLINGTON); KROHNIGKE & BERGMANN, (ADELAIDE); KROHNIGKE & BERGMANN, (PERTH); KROHNIGKE & BERGMANN, (MELBOURNE); KROHNIGKE & BERGMANN, (SYDNEY); KROHNIGKE & BERGMANN, (AUCKLAND); KROHNIGKE & BERGMANN, (DUNEDIN); KROHNIGKE & BERGMANN, (WELLINGTON); KROHNIGKE & BERGMANN, (ADELAIDE); KROHNIGKE & BERGMANN, (PERTH); KROHNIGKE & BERGMANN, (MELBOURNE); KROHNIGKE & BERGMANN, (SYDNEY); KROHNIGKE & BERGMANN, (AUCKLAND); KROHNIGKE & BERGMANN, (DUNEDIN); KROHNIGKE & BERGMANN, (WELLINGTON); KROHNIGKE & BERGMANN, (ADELAIDE); KROHNIGKE & BERGMANN, (PERTH); KROHNIGKE & BERGMANN, (MELBOURNE); KROHNIGKE & BERGMANN, (SYDNEY); KROHNIGKE & BERGMANN, (AUCKLAND); KROHNIGKE & BERGMANN, (DUNEDIN); KROHNIGKE &

Free Trial Outfit



This generous offer will be sent to any part of the world on receipt of coupon below, duly filled in, and 3d. in stamps for postage.

A GENEROUS OFFER

To Prove that Harlene Hair Drill grows hair.

A MILLION FREE OUTFITS TO BE DISTRIBUTED.

If you would like to make your hair grow in healthy and beautiful profusion, you can receive free for the mere asking, the "Harlene Hair Drill" outfit, consisting of a bottle of Harlene Hair Drill, a comb, and a brush. Let any woman possess up the vision of how much younger, and how much more attractive she would be if her hair was so. It was, say, five to ten or fifteen years back.

And it is this great difference that it is possible to return. No woman who has had the natural and physiological cultivating and beautifying benefit of "Harlene Hair Drill" will be surprised to find that the difference that she has as it was five to fifteen years previous would make to him to-day.

And it is this great difference that it is possible to return. No woman who has had the natural and physiological cultivating and beautifying benefit of "Harlene Hair Drill" will be surprised to find that the difference that she has as it was five to fifteen years previous would make to him to-day.

After practicing "Harlene Hair Drill" you will be surprised to find that the difference that she has as it was five to fifteen years previous would make to him to-day.

Further supplies of "Harlene Hair Drill" will be sent to you without a penny cost. It costs nothing to send you the package, and it is suggested that you do so. Please send a copy of this coupon to the Harlene Hair Drill Co., 10, D'Aguiar Street, Hong Kong, and you will receive a copy of the Harlene Hair Drill outfit, with instructions, free of charge.

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COUPON FOR FREE "HARLENE HAIR DRILL" OUTFIT.

To Messrs. J. W. HARRIS & CO., 10, D'AGUIAR STREET, HONG KONG.

I wish to try "Harlene Hair Drill" for one week in accordance with your offer to readers of this paper. I enclose 3d. in stamps for postage to any part of the world.

Name _____

Address _____

138

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £100,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLEN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

MAGNIFICENT N.D.L. LINERS:

Tons. Reg.		
"PRINCESS ALICE" - 10,911	ON MARCH 23RD.	
Capt. F. GROSCH.		
"KLEIST" - 9,000	ON APRIL 6TH.	
Capt. O. PARKER.		
"PRINZ LUDWIG" - 9,630	ON APRIL 20TH.	
Capt. F. V. BRINZEL.		

CALLING AT NAPLES, GENOA, ALGERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early Booking Recommended. For Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

S.S. "MACEDONIA."

(10,500 Tons.)

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19TH, 1910, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - APRIL 16TH.

LONDON - APRIL 23RD.

FARES TO LONDON—

1ST SALOON £71.10 SINGLE; £106.14 RETURN.

2ND " £48.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT, SUPERINTENDENT.

THE WHORE OF THE KING GEORGE.

DETAILS OF THE DISASTER.

The latest sailing ship, *King George*, belonging to the Anglo-American Oil Co., was lost in the Straits of Malacca on November 24, while returning from Hongkong to New York, having come out to the Orient with a cargo of oil and being on the return voyage. She was built at Greenock by Messrs. Russell and Co., in 1894, and was registered at New York by Lloyd's as 100 A. 1. She carried the British flag. Her gross tonnage was 2,242 and net 2,037. She was 272.4 feet long, 42.1 broad and had a depth of 24.2 feet. She was commanded by Capt. J. E. Jeffery, who died soon after the wreck. One man also died from the exposure to which the crew were subjected. The crew were sent to Singapore from Batavia, and a court of enquiry into the wreck was convened on the 5th inst. We give a condensation of the reports appearing in the *Straits Times*. Those sitting on the Court of Enquiry were Mr. Wolfenden (senior magistrate), president; Lieut. Col. R. W. and Pilot Huxford and Surgeon Mr. Hastings Rhodes, deputy public prosecutor, who appeared for the Crown, submitted the following questions—

1. Was the *King George* properly found and in a thoroughly seaworthy condition on leaving Hongkong on October 22, 1899?
2. Was the *King George* properly equipped with boats and life-saving appliances?
3. Where was the *King George* bound?
4. Were the usual and proper complement of officers available for duty on the *King George*?
5. Where and on what date did the *King George* strand?
6. Was everything done after the stranding to refloat and save the vessel?
7. Were any lives lost?
8. Has the *King George* been abandoned, and if so, when?
9. What is the finding of the court in respect of all the circumstances in connection with the stranding?

Mr. Rhodes stated that he had given the Anglo-American Oil Co. Ltd. the owners' notice of the enquiry, and understood that they would be represented, though no one had yet arrived. He understood that they merely intended to watch the proceedings and had not retained counsel.

THE MATRONS' STORY.

The first witness examined was Mr. Peter Shand, mate on the wrecked ship. He put in the ship's articles and said that the vessel had a master and two officers. Mr. J. Fielding was the acting second officer. He was not a certificated officer. His rating was boatswain. There was no second mate procurable in Hongkong, so he was given the duties of that position. Fielding signed on at Hongkong in September and was in the official log book about three months. There was no entry in the official log book about Fielding's taking over the duties of second mate, but he took over those duties when he joined the vessel. It was quite unusual that he should have done so under the circumstances, especially without his being noted in the log book.

The ship left Hongkong for New York direct via the Straits of Malacca, which had to be passed through at that time of the year. They were off Anjer, which is on Roonk Point, on the morning of November 23. They were to there to get fresh provisions.

Mr. Rhodes read from the log book, which showed that equally weather was threatened from 5 p.m. on November 23. At 11.55 p.m. the ship struck with great force and bent heavily on her starboard and great bows.

Witness said that he went off duty at 8 p.m. and was called, as was usual, at 11.45, so that he would have to go on duty at midnight, when his watch began. He got up on deck about four minutes before the vessel struck. The master sent him to the main hatch, and he squared them. This had just been accomplished when she struck. The weather was equally with a high, choppy sea.

Was everything being done to save the ship when you went on deck?—They were wearing ship then.

Was that the best thing to be done?—Not at all. It should have been done an hour before. Then the anchor should have been let go and the helm put hard-a-port. After the stranding everything possible was done. Witness himself let go the anchor, thinking that she might have struck on an outer boulder, but this was not so. She was ashore and was lost already.

Did any of you get ashore?—Not just then. The next afternoon, one man swam ashore with a line. The following day witness and four others went to Anjer in a damaged lifeboat to give notice to the agents there.

What damage was done when she struck?—Everything movable was washed overboard. The main hatch was smashed and the lifeboats. The boat slides were bent down and the flying bridge was smashed. The hull was strained. The pitch cracked in the bows of the deck planking. The next morning at daylight she had five feet of water, which increased to nine feet at noon. The tide ebbed and flowed in her now. She was abandoned by the crew a month later, but there was a native watchman still on board. The ship was well equipped in every way with boats and life-saving appliances.

THE CAPTAIN'S CONDITION.

What was the cause of the death of the captain?—Excessive indulgence in strong drink. I can't call it by any other name.

What was the cause of the death of the seaman?—Same cause, sir.

What was his name?—James Hassard, who had been signed on at Hongkong.

Did you meet with the captain?—Yes.

Did anyone else meet with you?—No, sir.

Was the captain in a healthy condition?—Yes.

Did he take his regular watch all the way from Hongkong?—Yes, excepting for certain breaks due to his indulgence in strong drink.

When did you first notice this indulgence?—About a week out from Hongkong.

What was he drinking?—I can't say. Whisky, I imagine.

Did he drink spirits at meals?—No, none whatever.

When he was this worse for drink did he leave the ship entirely to Mr. Fielding?—Yes, sir.

How long would he be ill?—Sometimes two days at a stretch.

What was the state of the captain's health on November 29?—I could see he was drinking, but he seemed to be in good health, and was able to attend to his duties.

Did he eat anything at his meals?—Very little.

How was he on the 21st and 22nd?—He had been drinking, but was all right.

On the 23rd?—He was able to be about the deck and was taking an intelligent interest in his position.

When did you have tea?—At half-past five.

Was he sober then?—I could see he had spirit in him, but he appeared to be all right.

You received an order to square the braces when you came on deck at 11.51?—Yes.

Was it given as though the captain was the square for liquor?—It was perfectly wrong; a mistake. I know he was drinking liquor.

From the way he spoke could you tell he was not a little particular to that, but there was a different intonation to his voice.

Was he drinking the next day?—Very heavily.

Do you know what he was drinking then?—I am not sure, but I think it was rum.

When did he die?—At 11 a.m. on November 29.

Was he drinking rum all the time?—Till it was finished, then Florida water.

MOSS' DETAILS.

Did the captain and Hassard drink together?—Not till after the stranding. They had been on the *Edgemoor* together, Hassard being boatswain. They drank together continually till Hassard's death, which occurred the day before the stranding.

Witness stated that he had a master's certificate given him eighteen years ago at Dundee, and produced it.

You yourself are not a testator?—I asked Mr. Rhodes—No.

Have you ever been master of a ship?—I asked Lieut. Col. R. W. and Pilot Huxford and Surgeon Mr. Hastings Rhodes, deputy public prosecutor, who appeared for the Crown, submitted the following questions—

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Was that the best thing to be done?—Not at all. It should have been done an hour before. Then the anchor should have been let go and the helm put hard-a-port. After the stranding everything possible was done. Witness himself let go the anchor, thinking that she might have struck on an outer boulder, but this was not so. She was ashore and was lost already.

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What was the state of the captain's health on November 29?—I could see he was drinking, but he seemed to be in good health, and was able to attend to his duties.

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On the 23rd?—He was able to be about the deck and was taking an intelligent interest in his position.

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9. What is the finding of the court in respect of all the circumstances in connection with the stranding?

on at Hongkong, on September 23, as born, at 27 a month. His last ship before this was the *Edgemoor*, and before that the *Kentmore*, belonging to the *King George* company, but only the *Edgemoor* and the *King George* went to sea without a second mate. These were second mates in Hongkong, but they would not join a sailor, and unless the ship were to stop in Hongkong indefinitely, she was obliged to leave without a second mate.

By Mr. Rhodes—He knew when in the shipping office in Hongkong that he was to perform the duties of second mate.

By the Court—He had never had charge of a watch in square-rigged ships before this trip, but he had in schooners coasting off America. He took over the watch from the chief officer direct, not from the captain. The chief officer did not call the captain at this time. The ship's position was not marked on the chart, but Anjer light was astern when he took over charge.

Had you any idea how far off the light was when you took charge at eight o'clock?—(After hesitation) ten or fifteen miles. (How did you know that?)—I only made the estimate—guess.

He believed that Anjer light shined at 20 miles, but he only found that out after the wreck. He never made use of that light to assist him in finding his position. He guessed the distance of the land to be three miles.

Did you go to the chart at all from the time you went on watch until she struck?—No, sir.

It never struck you, considering your experience of the matter that day, that you should communicate with the chief officer?—I struck, but I did not realize the condition the captain was in.

Wasn't you worried with regard to your position and the shore?—I admit I was worried.

He was in the habit of writing on the slips of paper the position of the ship when he took watch, and the chief officer would write up the log from the slips. On this night, he did the same. He did not give the chief officer the slip personally, but supposed he came into his room and took the slip away. He only took a rough bearing of Anjer light, but he did not make any note of the ship's alteration of course or speed. He guessed her speed to be about five or six knots.

He had a little knowledge of marking off a course; he could do it roughly. During the voyage, the observations were made by the captain and the chief officer. Either of them gave alterations of course. When he called the captain, he was relying upon the master coming up and doing the right thing. He never expected that he would wear ship. Several seamen gave evidence corroborating that, already given as to the drinking habits of the captain. They were questioned as to the chief officer's habits in that respect, but all said they had never seen him drunk. One seaman said he saw that the first officer "had a little liquor in him" two or three days before the stranding.

"He was drunk?" asked Counsel—No.

What do you call being drunk?—When a man falls down and lies on the deck unable to move?—Yes. (Laughter.)

Did the first officer walk straight?—Yes (hesitatingly).

Didn't he roll a little?—Well, yes, but he was able to attend to his duties.

The inquiry was adjourned for the attendance of another witness, until yesterday (the 12th inst.).

INSURANCES.

NORTH BRITISH AND MORGAN TIRE INSURANCE COMPANY.

WRITE WHICH IS INCORPORATED IN THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital ... £4,000,000
Subscribed Capital ... £2,750,000
Paid-up Capital ... £1,812,500 0 0

II. Fire Funds ... £3,294,753 7 10

The Underwritten AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 14th August, 1909. [1908]

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1908]

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a Liquid Food in predigested form containing all the breeding, working and toning elements of the choicest hops. Non-alcoholic. Highly recommended by the local medical profession in Cases of DEBILITY after MALARIA, from OVERWORK or other causes; ANEMIA, NERVOUSNESS or DYSPEPSIA. Samples on Application.

ALSO JUST RECEIVED

PABST (American) BEER, in barrels of 120 bottles. In view of the Arrival of the American Fleet in a few days, please order early, as our stock is limited.

SHEWAN, TOMES & CO., Agents.
Hongkong, 14th December, 1909. [1519]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT

THE VAT WAS STARTED BY THE LATE ROBERT THORNE OF GLENROTH AND HAS BEEN SOLD SINCE 1857

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

1375

THORNE'S OLD VAT

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A. S. WATSON & CO. LTD.

1375

NAPIER JOHNSTONES' SQUARE BOTTLE WHISKY.



SOLE AGENTS IN HONGKONG: **LANE, CRAWFORD & CO.,** and from ALL WINE MERCHANTS. [46]

MARTIN'S APOL STEEL PILLS

A French Remedy for all irregularities of the Menstrual System. It is a sign of any irregularity of the system that the blood is not in its normal state. It is a sign of any irregularity of the system that the blood is not in its normal state. It is a sign of any irregularity of the system that the blood is not in its normal state.

MARTIN'S APOL STEEL PILLS

"SOLIGNUM"

A perfect preservative stain for Wood, Stone and Brickwork.

It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours. Prospectus and all further information from **SIEMSEN & Co.** (Machinery Dept.), Hongkong. Sole Agents Hongkong, 8th December, 1909. [1494]

FOR NERVOUS EXHAUSTION

LOSS OF MEMORY AND DEBILITY

CHAPOTEAUT'S PHOSPHO-GLYCERATE OF LIME

It increases vital energy and nerve force. cures Nervousness, Stomach, Indigestion, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP.

NEW CARTRIDGES.

By popular English Manufacturers. In all Boxes and Boxes.

SMOKELESS POWDERS AND CHILLED SHOTS. From No. 10 to 55SG, at 4s. 7d. and 7s. 5d. per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1906. [1514]

A. LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [1327]

A. TACK & CO.

26, DES VIGES ROAD, CENTRAL.

KODAKS & FILMS

DEVELOPING & PRINTING UNDERTAKEN.

Hongkong, 15th December 1909. [12]

SHIPPING.

ARRIVALS.

BUSUKU MARU, Jap. str., 1,968, S. Masumoto, 12th Jan.—Mojj 4th Jan. Coal—Mitsui Bussan Kaisha.

CANTON MARU, Jap. str., 1,997, K. Tamura, 12th Jan.—Mojj 5th Jan. Coal—Ataka & Co.

CHENAN, British str., 12th Jan.—Canton.

HERMANIA, German str., 1,103, Jurgensen, 12th Jan.—Hongay 8th Jan. Coal—Jensen & Co.

HARTANG, British str., 1,362, Hodgins, 12th Jan.—Swatow 11th Jan. Tea and General—Douglas, Lapraik & Co.

HANOI, French str., 630, J. Pannier, 12th Jan.—Haiphong, Pakhoi and Hanoi 7th Jan. General—A. R. Marty.

HUPEN, British str., 12th Jan.—Canton.

KAWACHI MARU, Japanese str., 3,782, H. Potowson, 12th Jan.—Shanghai 8th Jan. General—Nippon Yusen Kaisha.

KWANG, British str., 12th Jan.—Canton.

PRINZ EITEL FRIEDRICH, German str., 5,001 E. Malchow, 12th Jan.—Hamburg 2nd Dec. Mails and General—Melchers & Co.

RAJABUR, German str., 1,904, H. Bruner, 11th Jan.—Sawto 10th Jan. Timber and Rice—Butterfield & Swire.

SPIN, Norwegian str., 12th Jan.—Canton.

TAISHAN, British str., 117, J. T. Laing, 11th Jan.—Hongay 9th Jan. Coal—Bradley & Co.

TAKEKISHIMA MARU, Japanese str., 1,052, J. Kiochida, 12th Jan.—Mitsui Bussan Kaisha.

WAKAMATSU MARU, Japanese str., 2,778, U. S. Kawa, 12th Jan.—Wakamatsu 7th Jan. Coal—Mitsui Bussan Kaisha.

WELSH PRINCE, British str., 3,218, A. B. W. Shippard, 12th Jan.—New York 20th Nov. General—Arnold, Karberg & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
12th January.

Choshun Maru, Japanese str., for Swatow.

Michael Jensen, German str., for Canton.

P. E. Friedrich, German str., for Shanghai.

Shikoku Maru, Japanese str., for Moji.

Suovic, British str., for Shanghai.

DEPARTURES.

12th January.

ATSUTA MARU, Japanese str., for Nagasaki.

BELLOU, German str., for Europe, &c.

HAIRUN, British str., for Swatow.

HANGHONG, British str., for Amoy.

HANZEL DOLLAR, British str., for Moji.

ICHAUNG, British str., for Pakhoi.

KAIKOW, British str., for Shanghai.

KIANG PING, Chinese str., for Canton.

KWANTUNG, Chinese str., for Shanghai.

TAISHAN, British str., for Canton.

TAIPANAS, Dutch str., for Batavia.

TOSA MARU, Jap. str., for Bombay.

WISANG, British str., for Shanghai.

WURU, British str., for Dalny.

SHIPPING REPORTS.

The British str. **Haiyang** reports: Light variable breeze and thick fog.

The Japanese str. **Takekushima Maru** reports: N.E. monsoon and thick foggy.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

(Taking Cargo at through rates to Persian Gulf and Bagdad, also Bazarofona, Valenza, Alicante, Almeria and Malaga.)

THE STEAMSHIP

"CAPRI"

Captain Dini, will be despatched as above on SATURDAY, the 15th inst., at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 13th January, 1910. [4]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"VORWAERTS"

Captain Bednatz, will leave for the above places on THURSDAY, the 25th inst., at Noon.

This steamer has special accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Princes Building.

Hongkong, 12th January, 1910. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE STEAMSHIP

"DEVANHA"

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 22nd Jan., at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOOLTAN," 9,621 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Shut and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "INDIA," due in London on the 5th March, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 10th January, 1910. [1]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	DEPT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SICILIA	Brit. str.	1 m.	C. W. Watkins, R.N.B.	P. & O. S. N. Co.	About 13th inst.
LONDON, ROTTERDAM & AMSTERDAM	CARDIGANSHIRE	Brit. str.	1 m.	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at D'light
LONDON, &c., via USUAL PORTS OF CALL	DEVANHA	Brit. str.	1 m.	H. Powell	P. & O. S. N. Co.	On 22nd inst., at Noon
COPENHAGEN & BALTIC PORTS	INDEN	Swed. str.	1 m.	...	MELCHERS & Co.	Midday of Feb.
MARSEILLES, HAVRE, COPENHAGEN, &c.	CANTON	Dan. str.	1 m.	...	MELCHERS & Co.	Quick despatch
MARSEILLES, &c., via PORTS OF CALL	OCENIAN	Freem. str.	1 m.	Solier	MESSAGERIES MARITIMES	On 18th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAKO MARU	Jap. str.	1 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 19th inst., at D'light
MARSEILLES, LONDON & ANTWERP	PENBROKESHIRE	Jap. str.	1 m.	R. Hayes	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jap. str.	1 m.	K. Sato	NIPPON YUSEN KAISHA	On 2nd Feb., at D'light
TRIESTE, &c., via SINGAPORE, &c.	MISHIMA MARU	Jap. str.	1 m.	A. B. Moses	NIPPON YUSEN KAISHA	On 16th Feb., at D'light
TACOMA, &c., via SINGAPORE, &c.	SUVERIC	Brit. str.	1 m.	P. Girgovich	NIPPON YUSEN KAISHA	On 25th inst.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	EMPEROR OF CHINA	Brit. str.	2 m.	J. Boyd	DOUGLAS, LAPRAIK & Co.	To-day
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	...	CANADIAN PACIFIC R. CO.	On 29th inst., at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	KANAGAWA MARU	Jap. str.	1 m.	...	CANADIAN PACIFIC R. CO.	On 15th Feb., at Noon
VICTORIA, B.C. & SEATTLE, &c.	KIO MARU	Jap. str.	1 m.	M. Yogi	NIPPON YUSEN KAISHA	On 5th Feb.
VICTORIA, B.C. & SEATTLE, &c.	TAIYU MARU	Jap. str.	1 m.	T. Saito	NIPPON YUSEN KAISHA	On 3rd March
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	KIYO MARU	Jap. str.	1 m.	...	OSAKA SHOSEN KAISHA	On 21st inst., at Noon
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	1 m.	T. S. Saine	TOYO KISEN KAISHA	On 25th Feb., at Noon
AUSTRALIAN PORTS VIA MANILA	TAIYU MARU	Jap. str.	1 m.	H. Bednatz	NIPPON YUSEN KAISHA	On 21st inst., at Noon
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	1 m.	L. Dawson	MELCHERS & Co.	On 21st inst., at D'light
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	1 m.	M. Yagi	BUTTERFIELD & SWIRE	On 1st Feb., at 4 p.m.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	1 m.	N. Mathieson	NIPPON YUSEN KAISHA	On 17th Feb., at Noon
JAPAN	TAIYU MARU	Jap. str.	1 m.	M. Yagi	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
CHINWANTAO & SHANGHAI	WENCHOW	Brit. str.	1 m.	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI, CHEFOO & CHINWANTAO	CHINWANTAO	Brit. str.	1 m.	F. H. Ainslie	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI	CHINWANTAO	Brit. str.	1 m.	T. H. Mooney	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	HANGANG	Brit. str.	1 m.	A. E. Sandbach	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	NYANZA	Brit. str.	1 m.	H. S. Drudehaw, R.N.B.	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon
SHANGHAI, MOJI & KOBE	ANHU	Brit. str.	1 m.	...	P. & O. S. N. Co.	On 16th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	1 m.	...	BUTTERFIELD & SWIRE	On 16th inst., at D'light
SHANGHAI, YOKOHAMA & KOBE	TOURANE	Freem. str.	1 m.	Lancelin	MESSAGERIES MARITIMES	To-morrow
SHANGHAI, YOKOHAMA & KOBE	INDEN	Dan. str.	1 m.	...	MELCHERS & Co.	On 17th inst., p.m.
SHANGHAI, YOKOHAMA & KOBE	LENA	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 20th inst., at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	VORWAERTS	Ger. str.	1 m.	B. Bednatz	SANDER, WIELER & Co.	On 20th inst., p.m.
SHANGHAI, YOKOHAMA & KOBE	POGOVIA	Ger. str.	1 m.	S. Barcham	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at Noon
SHANGHAI, YOKOHAMA & KOBE	POGOVIA	Ger. str.	1 m.	...	P. & O. S. N. Co.	About 21st inst.
SHANGHAI, YOKOHAMA & KOBE	ARCADIA	Brit. str.	1 m.	Muller	BUTTERFIELD & SWIRE	On 23rd inst., at D'light
SHANGHAI, YOKOHAMA & KOBE	CHIHUA	Brit. str.	1 m.	Jurriane	HAMBURG-AMERICA LINE	On 2nd Feb.
SHANGHAI, YOKOHAMA & KOBE	SAMBIA	Ger. str.	1 m.	Robertson	BUTTERFIELD & SWIRE	Quick despatch
SHANGHAI, YOKOHAMA & KOBE	TIHUIWONG	Dut. str.	1 m.	H. Sugli	OSAKA SHOSEN KAISHA	To-day, at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	KIUKIANG	Brit. str.	1 m.	H. Murayama	OSAKA SHOSEN KAISHA	On 19th inst., at 8 a.m.
SHANGHAI, YOKOHAMA & KOBE	SOSHU MARU	Jap. str.	1 m.	Hodgins	DOUGLAS, LAPRAIK & Co.	On 16th inst., at 10 a.m.
SHANGHAI, YOKOHAMA & KOBE	DAIGI MARU	Jap. str.	1 m.	Evans	DOUGLAS, LAPRAIK & Co.	To-morrow, at 10 a.m.
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	W. C. Passmore	DOUGLAS, LAPRAIK & Co.	On 16th inst., at 10 a.m.
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	Spink	BUTTERFIELD & SWIRE	On 18th inst., at 10 a.m.
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	...	WALLEN & Co.	To-morrow, at 10 a.m.
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	About 20th inst.
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	R. Rodger	SWAN, TOMES & Co.	To-morrow, at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 15th inst., at Noon
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	On 18th inst., at 3 p.m.
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	A. Fraser	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	Pennesthorpe	SWAN, TOMES & Co.	On 22nd inst., at Noon
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	On 25th inst., at 3 p.m.
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	F. Semblit	MELCHERS & Co.	To-day, at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	E. Soyda	NIPPON YUSEN KAISHA	End of Jan.
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	Dini	NIPPON YUSEN KAISHA	On 25th inst.
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	S. H. Belson	CARLOWITZ & Co.	On 15th inst., at Noon
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	Bradley	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 p.m.
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	Fauder	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon
SHANGHAI, YOKOHAMA & KOBE	HAIRUN	Brit. str.	1 m.	...	JAVA-CHINA-JAPAN LINE	On 1st Feb., at Noon

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MANILA, YAP, NEWGUINEA, BEISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. H. RAEGNER	Friday, 28th Jan., at D'light
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBELL	End of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 1st January, 1910. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6,232	S. Shotton	On 13th January, 1910.
OCEANIC	4,657	F. W. Davies	On 10th February.
KUMERIC	6,232	J. Mathie	On 10th March.
AYMEIC	4,653	J. Boyd	On 7th April.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 8th December, 1909. [8]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

Fortnightly service to and from Europe via SUEZ CANAL.

Fortnightly service to and from Japan via SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancelin	On 17th Jan., p.m.
MARSEILLES, via PORTS	"OCEANIAN" Capt. Solier	On 18th Jan., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHOT" Capt. Guionnet	On 31st Jan., p.m.
MARSEILLES, via PORTS	"NERA" Capt. Martin	On 1st Feb., 1 p.m.

Transshipping on the Co.'s Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Egypt. Sea Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building.

Hongkong, 8th January, 1910. [2]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	29th Jan.	From St. John, N.B.	25th Feb.
"EMPRESS OF CHINA" SAT.	29th Jan.	"EMPRESS OF IRELAND" FRI.	25th Feb.
"MONTEAGLE" TUESDAY.	15th Feb.	"EMPRESS OF IRELAND" FRI.	25th Mar.
"EMPRESS OF INDIA" SAT.	26th Feb.	"EMPRESS OF IRELAND" FRI.	22nd April
"EMPRESS OF JAPAN" SAT.	26th Mar.	"EMPRESS OF IRELAND" FRI.	20th May
"EMPRESS OF CHINA" SAT.	23rd April	"EMPRESS OF IRELAND" FRI.	16th June
"EMPRESS OF INDIA" SAT.	14th May	"EMPRESS OF IRELAND" FRI.	14th June

Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamers ... £43 ... £45

1st Class Railway ... £43 ... £45

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Fraya, opposite Blake Pier

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR"

Captain S. H. Belson, will be despatched for the above Ports TO-DAY, the 13th inst., at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 11th January, 1910. [157]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND AMSTERDAM.

THE Steamship

"CARDIGANSHIRE"

Captain W. O. Tyers, will be despatched as above on the 16th Jan., at Daylight.

For Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 7th January, 1910. [103]

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE"

Captain R. Hayes, will be despatched as above about the 25th January.

For Freight, or Passage, apply to—

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th December, 1909. [104]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, IND SEA, BLACK SEA, VENICE, LANT, and ADRIATIC PORTS.)

THE Company's Steamship

"PERSIA"

Captain Girgovich, will be despatched as above on WEDNESDAY, the 26th inst.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents, Princes Building.

Hongkong, 4th January, 1910. [5]

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON AND ANTWERP.

THE STEAMERS

"PEMBROKESHIRE" (LATE "SEGURA")

AND

"CAEMARTHENSHIRE"

Offering Superior Accommodation for First Class Passengers, will be despatched from HONGKONG as above about END OF JANUARY, and BEGINNING OF MARCH, respectively.

N.B. "Pembroke" calls at Marseilles.

FARE TO LONDON ... £35.

A Stewardess and fully qualified Doctor are carried.

For further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Hongkong, 14th December, 1909. [102]

Gutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STRAIGHTS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO, PORT SAID and MARSEILLES	SICILIA	About 13th Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA	Noon, 16th Jan.	Freight and Passage.
SHANGHAI	ARCADIA	About 21st Jan.	Freight and Passage.
LONDON via USUAL PORTS OF CALLED	DEVANHA	Noon, 22nd Jan.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th January, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STRAIGHTS	TO SAIL
ZAMBOANGA, CEBU and ILOILO	"KAIFONG"	On 13th Jan., 4 P.M.
SHANGHAI	"CHENAN"	On 13th Jan., 4 P.M.
NINGPO and SHANGHAI	"KIUKIANG"	On 13th Jan., 4 P.M.
HUIHOW and HONGKONG	"HUIHOW"	On 14th Jan., 10 A.M.
CHINA WANTAO and SHANGHAI	"WENHUI"	On 14th Jan., 4 P.M.
SHANGHAI	"TEAN"	On 16th Jan., 4 P.M.
SHANGHAI	"LINAN"	On 16th Jan., 3 P.M.
SHANGHAI	"CHINHUA"	On 23rd Jan., 4 P.M.
MANILA	"TAMING"	On 25th Jan., 3 P.M.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL, 5th to 14th FEBRUARY.—S.S. "TEAN" will sail hence for Manila on 1st February and S.S. "TAMING" sails from Manila on 15th item for Hongkong. Special Reduced return fare of \$50.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHU", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailing. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Hongkong, 12th January, 1910.

AGENTS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN, GÖTTEBORG and BALTIC PORTS	"CANTON"	About 5th Jan., 1910.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	On 17th Jan., "
COPENHAGEN and BALTIC PORTS	"INDIEN"	Midle of Febr., "

For Further Particulars apply to

MELOHRS & CO.,
AGENTS.

Hongkong, 11th December, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVES
"HAIYANG"	SWATOW, AMOY and FOCHOW.	FRIDAY, 14th Jan., 10 A.M.
"HAIMUN"	SWATOW	SUNDAY, 16th Jan., 10 A.M.
"HAICHING"	SWATOW, AMOY and FOCHOW.	TUESDAY, 18th Jan., 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 12th January, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 16th Jan., 4 P.M.
SHANGHAI	"HANGSANG"	Saturday, 15th Jan., Noon.
TSINGTAU, CHEFOO & CHIAWANTAO	"CHIPSANG"	Monday, 17th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"POOKSANG"	Friday, 21st Jan., Noon.
MANILA	"LOONGSANG"	Friday, 21st Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 22nd Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 1st Feb., Noon.

FOR THE MANILA CARNIVAL.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 28th January, and 4th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

Hongkong, 13th January, 1910.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KORE & YOKOHAMA:	
S.S. SEGOTIA	20th Jan.
S.S. SAMBLA	2nd Febr.
S.S. SAXONIA	9th Febr.
S.S. SPEZIA	15th Febr.
S.S. C. FERD. LAEISZ	27th Febr.
S.S. ALESIA	12th March.
S.S. BELGAVIA	17th March.

HOMEWARD.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 13th January, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. KIYO MARU	9,500 tons gross	Sail Feb. 26th, at Noon.
S.S. BUJO MARU	6,000 "	" April 27th, at Noon.
S.S. AMERICA MARU	6,000 "	" "

For particulars apply to

N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong, 21st December, 1909.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 19th Jan., at Daylight.
	AKI MARU Capt. K. Sato	7,000	WED'DAY, 2nd Feb., at Daylight.
	MISHIMA MARU Capt. A. E. Moses	9,000	WED'DAY, 16th Feb., at Daylight.

VICTORIA B.C. & SEATTLE (KANA GAWA MARU) leaving Hongkong 5th Feb. due Kobe 10th Feb. connects)	INABA MARU Capt. R. Takada	6,500	WED'DAY, 16th Feb. from YOKOHAMA
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VICTORIA B.C. & SEATTLE (KOKU MARU leaving Hongkong 3rd March, due Yokohama 15th March connects)	TAMBA MARU Capt. C. H. Butler	6,500	WED'DAY, 16th Mar. from YOKOHAMA
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SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakai	5,000	FRIDAY, 21st Jan., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	THURSDAY, 17th Febr., at Noon.

SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Evans	5,000	FRIDAY, 14th January.
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NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 19th Jan., at 2 P.M.
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KOBE and YOKOHAMA	HITACHI MARU Capt. N. Matheson	7,000	SATURDAY, 22nd Jan., at Daylight.
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BOMBAY via SINGAPORE and COLOMBO	YETOROFU MARU Capt. K. Soyoda	4,500	TUESDAY, 25th January.
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Fitted with New System of Wireless Telegraphy. 1 Cargo only. Carries Deck Passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

Hongkong, 12th January, 1910.

T. KUSUMOTO,
MANAGER.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodgers	Manila	On 15th Jan., Noon.
BUBI	2540	A. Fraser	Manila	On 22nd Jan., Noon.

SPECIAL REDUCED RATES FOR VISITORS TO THE CARNIVAL.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 13th January, 1910.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910.

Head Office for the Far East—
16, DES VUEUX ROAD, HONGKONG.

Japan Office—
14, WATER STREET, YOKOHAMA.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer TONS	LEAVE SATURDAY	Steamer TONS	SATURDAY	FRIDAY
ARCADIA 7800	February 5	MANTUA 11000	March 5	March 11
ASSAYE 7500	February 19	PERSEA 7951	March 19	March 25
DELTA 8000	March 5	MALWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at Bombay)	April 16	April 22
DEVANHA 3900	April 2	MONGOLIA 10500	April 30	May 6
ASSAYE 8000	April 16	MARMORA 10500	May 14	May 20
DELTA 7500	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following—
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
• SYRIA	January about	26 March about
• SYRIA	February	9 March
• SYRIA	February	23 April
• SYRIA	March	23 May
• SYRIA	April	20 June
• SYRIA	May	4 June
• SYRIA	May	18 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (including Surtax):
1st SALOON £55.0 SINGLE £82.10 RETURN.
2nd " £35.10 " £57.4 "

• Carry 1st and 2nd Saloon Passengers.
For Further Particulars, apply to—

10761 E. A. HEWETT,
SUPERINTENDENT.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.
Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA via MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	FRIDAY, 21st Jan., at Noon.
	"CHICAGO MARU" Capt. —	—	WED'DAY, 23rd Feb., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Furs. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSAI via SWATOW, & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 16th Jan., at 10 A.M.
ANZEL via SWATOW, & AMOY	"SOBU MARU" Capt. K. Egar	WED'DAY, 19th Jan., at 8 A.M.

Fast Speed. Superior Passenger Accommodation. Electric Light throughout.

The Newly Built Steamers: "GHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, 41 Second Floor, No. 1, Queen's Building.

8771 T. ARIMA,
MANAGER.

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship "SUVERIC" FROM HONGKONG, ON THURSDAY, 13th JANUARY.

FOR VANCOUVER DIRECT.

To be followed by the OCEANO 10th February.

KUMERIC 10th March.

AXMERIC 7th April.

SUVERIC 5th May.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.,
Hongkong.

Hongkong, 6th January, 1910.

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI MUTARE, HOJO, NAMAZATA, RAYO, SHINNIKI and KAMIYAMADA.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KASATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above: "TASAKI" Codes, A1, ABC 5th Ed., Western Union.

AGENTS—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GRADING & Co.

MANILA: Messrs. MACDONALD & Co.

For Particulars apply to
H. OISHI,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909.

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 260.

ned at 10A. Des Voeur Road